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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	Extension of the Berlin-Schoenefeld Airfield; <i>(construction equipment, labor, + material; runways; hangars)</i>	DATE DISTR.	23 SEP 1980
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1. Extension work of Schoenefeld central airfield was started on 1 February 1958. In 1957, extensive relaying of Reichsbahn trackage had begun. The chief civil engineering work was given to VEB Tiefbau Berlin. In an effort not to delay completion, VEB Bagger- und Foerderarbeiten (dredging and hauling work) and VEB Erdbau, Eberswalde, were additionally employed in early 1959. The industrial trackage at Diepensee was completed in April 1959. This trackage was designed for the future supply of necessities (Bedarfsgüter to the airfield and for the supply of building materials during the construction period. The draft plan was approved with the concurrence of Soviet Air Force generals.

2. Hangar Construction

In late March 1959, VEB Industriebau Berlin started construction work on the planned large hangar. For the year 1959, 1.5 million DME were allotted to VEB Industriebau for the construction of the hangar. This sum was to cover the costs of the following construction work:

Entire foundation work
Sewer system
7 pressure supports
2 roof shells for test purposes (2 Stück Dachschalen).

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3. Dredging operations were started on 8 April 1959. The site was released for concrete work on 1 June 1959. On 15 June 1959, the foundation of the first pressure support was reinforced with concrete. Daily output per shift amounted to 80 cubic meters of concrete. The following construction is planned:

Cantilever roof construction of stressed concrete (Spannbeton)
Cantilever space: 140 x 36 m
Length (Front): 140 m

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Width (Tiefe): 48 m
 Interior height: 15 m
 (gates) (Lichte Höhe (Tore))

The supports were built in a row at an equal distance of 21.5 m. The 12-meter space behind the supports houses workshops. Seven girders (Binder), 68.5 m-long girders, support the roof of the hangar which is underpinned only by a row of pressure supports. The girders above the pressure supports are 5.5 m thick, those above the gates only 1 m.

4. Inadequate organization of the construction work and difficulties in the supply of materials caused a delay of one month. The centering scaffolding for the girder (Binder) construction was scheduled to be a pipe structure which could be made available for further use after completion of construction work. The Entwurfsbüro (drafting office) fuer Industriebau, Dessau, was entrusted with the planning of the centering scaffolding of the arch. The static calculations were made up by Prof. Mlosch, Institute of Technology, Dresden. The centering scaffolding of the first girder was scheduled to be erected in early 1960, and the hangar was to be completed in 1962. The punctual delivery of the steel tube scaffolding was, however, the prerequisite for a satisfactory and timely completion of construction work. It was also pointed out that a total of no more than 30,000 square meters of steel tube scaffolding was annually manufactured in East Germany. As much as 13,000 square meters were needed for the construction of the hangar. The scaffolding is manufactured by VEB Wustrawerk, Leipzig, and VEB Stahlbau Berlin.

5. Runway Construction

VEB Tiefbau Berlin was allotted 13 to 15 million DME in 1959 for the construction of the take-off and landing runway and for additional installments. About 500 workers and 450,000 tons of basic and construction materials were necessary for the construction work. The high quality required corresponded to the latest methods of runway construction:

Concrete strength: 450 kilograms per square centimeter
 Stegezugfestigkeit: 55 kilograms per square centimeter
 Compression of the earthwork and foundation, 95 percent of the ordinary and 100 percent of the improved Proctor density. A new 3,000-m long and 60-m wide runway is scheduled to be laid in the direction of prevailing winds (west-southwest/east-northeast). A 300-m long taxiing apron (Stopfläche) is to be established at both ends of the runway. Thus, the runway will have a total length of 3,600 m. It will be completed in 1961/1962. The old runways will be incorporated into a taxiway system which can still be used for take-off and landing by some types of aircraft. Long-term plans provide for the construction of another runway parallel to the first runway. In early September 1959, construction work at the runway was 35 days behind schedule.

6. Working Capacity, Materials and Transportation

Provisions were made for extensive mechanization because of the rapid rate of construction and quality required:

9.2 hp per production worker
 25 percent of investment value (installierter Anlagewert)
 0.9 kW degree of electrification.

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All excavated levels were examined for load capacity by the Geological Commission.

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The entire construction project was assigned to Berlin's youth (FDJ) as "Jugendobjekt Duesenflugplatz" (Jet Airfield, Youth Object), and working brigades of young specialized workers 18 to 25 years old were employed. In July 1959, a total of 800 workers were employed. Prior to July 1959, about 90,000 cubic meters of top soil were excavated and removed. There was a considerable delay in the installation of the foundation (Unterbau). In July 1959, the transloading and processing installations for the planned concrete pouring of 500 cubic meters per day were put into operation. Maximum utilization of this installation required about 80 railroad car shipments supplied daily, transloaded and processed into concrete. The planned volume of work was dependent on the transport capacity of the Reichsbahn. According to available information, negotiations with the Reichsbahn in this matter were not satisfactory. The cement was supplied by the Construction Material Combine (Baustoffkombinat) whose responsibility it was to deliver cement which corresponded exactly to the quality specified and was delivered on schedule in the required quantities.

7. The transport enterprise VEB Kraftwerk Fuerstenwalde was contracted to truck construction materials to the site. The daily supply was 150 truckloads. The Rethwisch gravel works (Kieswerk Rethwisch) was to supply the required gravel as scheduled, and to screen and unload it.

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Comment: It may be assumed that the construction work envisaged for 1959 will be completed by the end of the year. The plan for the runway system, a passenger service center and a repair-hangar center includes existing installations and the rail and road traffic net. The entire installation, which will be built in several construction stages within the coming years, cannot be completed until 1962/1963 at the earliest.

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